

In the Specification

Paragraph 0008 (Currently amended): On most vehicles with regenerative braking, the regenerative braking torque is applied only to, or predominantly to, the wheels of one axle. When regenerative braking is applied to only the wheels of one axle, non-regenerative braking methods may be used at the wheels of the other axles. Non-regenerative brakes are also commonly installed at the wheels of the axles having regenerative braking to supplement or back-up the regenerative braking. The desire to recover energy through regenerative braking can result in unbalanced braking torques being applied to the wheels of the different axles, that is, braking torque being applied at a different proportion than the proportionate weight on each axle. Unbalanced braking can affect vehicle controllability. These controllability effects can be in the form of either oversteer or understeer. When a disproportionate amount of ~~regenerative~~ braking torque is applied at the front axle, ~~as in front wheel drive vehicles~~, it reduces the ability of the front wheels to steer the vehicle, a condition known as understeer. When a disproportionate amount of ~~regenerative~~ braking torque is applied at the rear axle, ~~as in rear wheel drive vehicles~~, it reduces the lateral friction of the rear tires, a condition known as oversteer. These effects, understeer due to a disproportionate amount of ~~regenerative~~ braking at the front axle and oversteer due to a disproportionate amount of ~~regenerative~~ braking at the rear axle, can become severe on low friction surfaces such as ice and snow. The requirement for controllability on low friction surfaces typically forces regenerative braking levels to be reduced, resulting in a corresponding loss of energy recovery.